EMPLOYMENT AND COLONIZATION

FOR THE MILLION,

BASED UPON

A PROPOSED

RAILWAY COMMUNICATION

FROM THE

ATLANTIC TO THE PACIFIC

IN THE TERRITORIES OF

BRITISH NORTH AMERICA.

BEING A PAPER READ BEFORE THE BRITISH ASSOCIATION FOR THE ADVANCEMENT OF SCIENCE AT IPSWICH, ON THE 7TH OF JULY, 1851.

BY ALEXANDER DOULL,
CIVIL ENGINEER.

London:
PRINTED FOR AND PUBLISHED BY
THE CANADIAN LAND AND RAILWAY ASSOCIATION.
18, ALDERMANBURY.

1851.

PROPOSED

RAILWAY COMMUNICATION,

&c.

THE very great importance of this subject under ordinary circumstances, and more particularly at the present time, is the only apology which the writer of the present paper has to offer for bringing the subject before the British Association for the Advancement of Science.

It is presumed that the subject comes sufficiently within the general scope of the operations of this Association.

STATISTICALLY the proposed undertaking embraces the developement of the almost boundless resources of the British North American possessions, the finding an outlet for the surplus population of the United Kingdom, who are at present either pauperised at home or driven to the United States, but who would prefer to remain under British laws and British institutions which have grown with their growth and strengthened with their strength, if equal facilities were afforded in the British provinces by the construction of public works, and the opening up of fertile tracts of land and rich mineral districts now inaccessible.

GEOGRAPHICALLY the construction of the proposed Railway would open out to the scientific traveller vast regions of British territory now almost inaccessible, and, consequently, but little known.

It is scarcely possible to suppose that anything short of the most culpable ignorance of the extent and value of the British possessions in North America could have led to the abandonment of so much valuable territory by the treaties which have fixed the present fantastic outline of the British North American frontier. It will be well, therefore, to become better acquainted with what remains, and more particularly as the time seems to have arrived when considerable portions may be brought into profitable occupation.

GEOLOGICALLY the district proposed to be pervaded by the Railway would be highly interesting, and open up an almost untrodden region to the investigations of the scientific.

POLITICALLY it would hardly be possible to exaggerate the importance of the proposed undertaking. The British North American colonists are placed in immediate contact with the most industrious, persevering, go-a-head nation in the world, and being of the same race, the same religion, possessing equal intellectual attainments, and living under the same social institutions, important reflections must force themselves upon their minds, and comparisons be made calculated to wound their pride, and ultimately to sap the foundations of the most unquestionable loyalty.

Viewing also the geographical position of British North America in connection with the advancing power and the rapidly extending territory of the United States of America in reference to the maintenance of the balance of power among the nations of the earth, now being rapidly placed in comparatively close proximity to each other by the application of steam power to land and marine locomotion, must be a subject of absorbing interest to a British statesman, as the correct adjustment of this political balance is one of the greatest safeguards for a continuance of the blessings of peace.

British power should, therefore, not only be maintained, but consolidated by every legitimate and constitutional means upon the continent of America as the only means of preventing the whole of that immense continent from being absorbed into one powerful state.

Having thus introduced the subject, it will be necessary before pursuing it further, to advert briefly to Mr. Asa Whitney's project for the construction of a railway from Lake Michigan to the Pacific, through the territory of the United States, which has deservedly attracted considerable attention in England.

The remarks which are made in this paper upon this gigantic project are by no means intended to depreciate the great talent, the indomitable perseverance, and the benevolent and expansive philanthropy which characterize the efforts of that gentleman.

The project may be freely canvassed without depriving the projector of the proud position which he so justly occupies in public estimation.

It is quite clear, however, that in the paper read before the Royal Geographical Society, on the 9th June, 1851, Mr. Whitney has injured his cause in the estimation of a discerning British public, by taking too wide a range, by claiming for his proposed line the whole of the traffic between Europe and China and the Islands in the North and South Pacific Oceans, discarding alike the existing routes by the Isthmus of Suez, the Cape of Good Hope, and Cape Horne, and by asserting that should the Isthmus of Panama be swept from its position and a complete union of the

two seas be effected, that the commerce between Europe and the rest of the world would not flow to any appreciable extent through that channel, but would be attracted to his proposed line of railway communication.

This is rather too much for the inhabitants of a maritime country like England, with her flag fluttering in every breeze, to receive with implicit confidence; and particularly considering the rapid improvements which are being made in steam navigation by the introduction of the screw-propeller, the economising of fuel, and in several other important particulars.

Had Mr. Whitney based his project upon its own intrinsic and legitimate merits and resources, characterized as a mere local line, or at most as a United States line, and not to have designated it as the highway, and only highway of nations, it would have assumed more of a bona fide and practical character.

And it is quite clear that Mr. Whitney could afford thus to narrow the operations of his project, as it is evident that if a belt of land extending thirty miles on each side of a line of railway is colonized and brought into profitable cultivation, which supposition is the basis upon which the success of this project rests, abundant traffic would be created to keep the line in repair, and to furnish a sinking fund for renewal. Take for example a belt of land extending across any portion of the United States where railways have been introduced, and reduce all the railways comprehended in that space to lines extending lengthwise along the belt, and in many cases the sixty mile belt would be found to contain considerably more lines than to equal its length, and lines paying dividend in addition to the expense of working and maintenance.

The project, when divested of all extraneous and adventitious circumstances, appears to be nothing more than this: There has existed fo. a considerable time, and there still exists, a continuous tide of emigration setting to the West, but with its frontage extending from the boundary of the British provinces on the north, to the Gulph of Mexico on the south.

Mr. Whitney, conceiving it desirable to reach the Pacific as soon as possible, proposes to converge the present extended frontage of location to a belt of land sixty miles in extent, and thus to accelerate the westward tendency in proportion to the frontage thus narrowed.

The most prominent feature in Mr. Whitney's project is colonization; and it must be admitted that as far as the pursuits of agriculture are concerned his proposed route passes for a considerable distance through very rich tracts of alluvial soil; it must however be observed that he only proposes to change the direction of an existing current, and not to increase its amount.

In order to change this direction by drawing a sufficient number

of settlers into his proposed sixty mile belt, he must hold out advantages superior to those which can be obtained elsewhere.

The project, so far as it has been developed, appears to be totally destitute of any systematic arrangement for the location of emigrants, for their government civil or municipal, for purposes of education, or for the introduction and maintenance of religious worship; and it must be confessed, that a community covering the greater portion of a space equal in area to two thousand miles long by sixty miles broad, composed of the most heterogeneous materials, cannot be left to shift for themselves as an unorganised mass.

Nor has anything been said about the mode in which the numerous and hostile tribes of Indians are to be disposed of, whether they are to be expelled from the sixty mile belt, and if so, by what means this is to be effected; or if they are to be allowed to remain in the undisturbed possession of any rights they may be found to possess, or compensated for the abandonment of such rights. These are subjects of very grave consideration which have not been explained by Mr. Whitney.

Mr. Whitney not being an engineer does not appear to apprehend much difficulty in running his railway across the Rocky Mountains, which he admits to be about 7000 feet high, and so flat on the top as to preclude the possibility of a tunnel of any reasonable length. To rise 7000 feet by a gradient of 1 in 100 would require tailing out for a distance of 132 miles, or with a gradient of 1 in 50 equal to a distance of 66 miles. But supposing that the base of the Rocky Mountains is placed upon an elevation of 1000 feet above the level of the sea, leaving 6000 feet to be overcome by an ascending gradient which would require at 1 in a 100 a distance of 113 miles, and at 1 in 50 of 66⅔ miles. It is scarcely possible however to suppose that gradients of the above character could be obtained in passing this somewhat formidable mountain range, as it is highly probable that the ascent is much more abrupt than to admit even the deepest of the above gradients to be constructed.

To cut this gordian knot, to asertain the mode in which this concentration of difficulties is to be overcome, should be the first object of the projector of this gigantic undertaking.

This is not a mere matter of detail which can admit of being modified, but a stubborn fact which must be grappled with upon its own peculiar merits when the necessary data has been obtained.

It being unnecessary to do more than advert to the principal features of Mr. Whitney's plan, and that simply in order to show that there are much greater facilities for the construction of a line of railway in the territories of British North America, and to prevent the public mind of England from being led to suppose that the route through the United States is the only practicable one.

The superiority of the British line not only with respect to facilities of construction, but with reference to the greater variety and the more extensive fields of productive labour which would be opened out in the various rich mineral districts passed through, is so palpable to all who have turned their attention to this important subject as to force itself upon the attention of the American press.

The *New York Tribune*, of March 27th, 1851, after adverting to Mr. Whitney's project, and expressing fears that it would fail of meeting with that support from the Congress of the United States which its importance deserves, proceeds to state that "The route through British America is in some respects even preferable to that through our own territory. By the former the distance from Europe to Asia is some thousand miles shorter than by the latter.

"Passing close to Lake Superior, traversing the watershed which divides the streams flowing towards the Arctic Sea from those which have their exit southward, and crossing the Rocky Mountains, at an elevation some 3000 feet less than at the South Pass, the road could here be constructed with comparative cheapness, and would open up a region abounding in valuable timber and other natural products, and admirably suited to the growth of grain and to grazing. Having its Atlantic seaport at Halifax, and its Pacific depot near Vancouvers Island, it would inevitably draw to it the commerce of Europe, Asia, and the United States. Thus British America, from a mere colonial dependency, would assume a controlling rank in the world. To her other nations would be tributary, and in vain would the United States attempt to be her rival; for we could never dispute with her the possession of the Asiatic commerce, or the power which that confers."

The realization of the sentiment contained in the last sentence of this quotation from the American Press, is absolutely necessary for the maintenance of the balance of power upon the great continent of America, as already alluded to.

The *Pennsylvania Inquirer*, April 4th, 1851, takes up the subject from the *New York Tribune*, and states, that "We hope indeed that this golden, magnificent opportunity of the United States, to take and hold for ever the greatest prize ever offered, or which can ever again be offered to any nation, is not so far gone, is not sacrificed, without hope of recovery. But the prospect we confess is a gloomy one." And again, "From Quebec or Montreal the route to Paget's Sound is a straight line feasible, making the distance from England to China 1500 miles shorter than over the United States. We have postponed, if not sacrificed, the most splendid opportunity of wealth of commercial and political grandeur, ever brought within the grasp of any nation, and passed it over to a rival as nothing worth. What culpable indifference to the true interests of this great nation."

The advantages of a communication from the Atlantic to the Pacific in a northern latitude, to connect the great commercial nations of the world, which are principally situated on the northern hemisphere, was early felt by several nations, and great, though unavailing efforts have been made to discover a north-west passage in the Arctic regions; and it is very much to be deplored, that a dense cloud at the present moment hangs over the destiny of those who have made some of the latest and most brilliant attempts to penetrate these frozen regions.

The recent introduction of railways, and the application of steam power to navigation, has very much altered, and will no doubt still further alter, the systems of travelling, and, consequently, the great leading feature of the day is the perfecting of expeditious and cheap modes of travelling; and as there ever will exist a physical impossibility of travelling as expeditiously, as comfortably, and as safely on the waters of the ocean as on land, every effort will no doubt be made to shorten the distance by sea, and to accommodate the land communication to this new arrangement.

Halifax, in Nova Scotia, will therefore possess considerable advantages over New York, in the United States, as the Atlantic terminus of a railway communication across the Continent of America, inasmuch as a line drawn from Cape Clear, in Ireland, to New York, would pass very close to Halifax; and thus the whole of the coasting distance of the sea passage from Halifax to New York would be saved.

Having thus arrived at Halifax, which passes a spacious and commodious harbour, admirably adapted to form a connection with the proposed railway, it may be necessary to advert briefly to the past history and present position of the "Canadian Land and Railway Association," with which the writer of this paper became connected about two years ago.

This Association was formed about three years ago by the working-classes of this country, principally the class of skilled artizans who were desirous of emigrating, as the only means of obtaining a livelihood by their labour. Being accustomed to aid each other in associated bodies, they considered that the common hap-hazard mode of emigrating, without any pre-arrangement or definite object in view, other than that of flying from impending want, was highly injurious to the emigrants, and also to the colonies to which they might resort.

About a year after the formation of the Association, the Commissioners who had been sent by the Government to explore the provinces of Nova Scotia, New Brunswick, and Canada, with a view to the construction of a trunk line of railway from Halifax to Quebec, furnished their report, which was so highly favourable, that it could not be supposed that any Government would long delay the construction of a work so much needed by the colonies,

and so well calculated advantageously to absorb a great amount of the surplus labour of this country. The emigration and colonization portion of the scheme of the Association, was therefore based upon the labour resulting from the construction of the railway, and upon the liberal offer which was made by the colonies, of a free grant of land, amounting to about four million acres.

In combining an extensive scheme of emigration and colonization with the construction of the Halifax and Quebec Railway, the intention was that so soon as the centre line of the railway had been set out on the ground, and the sites for the stations chosen, to erect the permanent station buildings, which would serve as depots for stores and implements, accommodation for the engineers, surveyors, and other parties who would be employed in the execution of the railway, and in surveying the allotments.

The stations would be about ten miles from each other, and would in fact form the *nuclei* of towns and villages along the line of railway. The ground around the stations would be laid out and effectually drained, in connection with the execution of the railway works, for the sites of future towns, in such a manner as to provide for their gradual developement, without any destructive and expensive remodelling.

The intended emigrants, or those furthering their views, were to associate in bodies at home, to subscribe money, and to provide implements and machinery, according to the various occupations which they intended to follow in the colonies,—whether agricultural, mining, ship building, fishing, or a combination of these, and to choose the site of their future home, by sending out duly accredited parties from their own body.

The site of a settlement being selected, suitable to the avocations of the intended occupants, members would be drafted out as occasion required; and those who remained at home would assist parties who had gone to clear the way with capital, and such implements and machinery as might be necessary.

As the several locations along the line of railway grew into any importance, schools would be provided for the children—places of worship erected — libraries established, and every necessary arrangement made,—not merely for the bodily wants, but also for the intellectual and spiritual wants of the settler.

It is not necessary, however, on the present occasion, to enter into all the minute details of the proposed arrangements; suffice it to say, that the route selected by the Government Commissioners, was admirably adapted for the simultaneous commencement and prosecution of the works, at any required number of places, in consequence of the proximity of the line to the River St. Lawrence, and its many navigable tributaries, intersected by the railway, and thus affording easy access to any required number of starting points.

The support of the Government to the Halifax and Quebec Railway, was not rendered with that promptitude which was anticipated, considering the favourable report of their own officers; consequently the operations of the Association have been delayed, and would probably have altogether terminated—like many other good projects—had not its indefatigable Secretary, * (Mr. Alexander Campbell), kept at his post, without having yet received any pecuniary consideration for his services.

Lords Stanley and Monteagle, and Sir John Heron Maxwell, Bart., have also been indefatigable in their exertions, public and private, in pressing upon the Government the necessity of aiding the execution of public works in the British North American Provinces, as forming the basis of a sound system of emigration and colonization.

The Imperial Government have now, however, come forward with the offer of every necessary assistance for the construction of a railway from Halifax to Quebec, or Montreal, which the colonies will be happy to accept.

So far therefore as the present paper is concerned, the construction of this initial portion, about 700 miles of the Great Atlantic and Pacific Railway, may be considered as amply provided for.

The portion of which the construction is thus guaranteed extends from Halifax, the Atlantic terminus to Montreal; but there appears to be many valid reasons why the proposed line to Vancouvers Island should branch off from the above line, after it has crossed the River St. Maurice; and from this point be directed, as nearly as circumstances would permit, to the northern extremity of Lake Superior, crossing the Ottawa at the most convenient point below Lake Temiscaming.

From Lake Superior, the line would pass to the north of the Lake of the Woods, which portion of its route would pass through a rich mineral and agricultural district. Continuing through a very favourable country to the important Red River settlement, and along the extended prairies south of the River Assiniboine, which portion of the line for a considerable distance would pass nearly along the watershed of the country, consequently there would be no bridges of any importance to construct.

Continuing from Brandon House to Red Deer River, still keeping near the watershed of the country, and passing through a district where coal is found to crop out in the banks of the rivers, and, consequently, easily worked.

The passage of the Rocky Mountains is doubtless a point of considerable importance, and one upon which it must be admitted there is no data for the formation of any definite plan. All

* Office—18, Aldermanbury.

authorities, however, concur in viewing this barrier as much less formidable on the British than on the United States territory.

Mr. Isbister is said to have found the rivers Athabasca and Saskachawan flowing through alluvial formation, and that in their neighbourhood the Rocky Mountain chain had lost its identity, and was reduced to inconsiderable elevations of from 600 to 700 feet.

Having crossed the Rocky Mountains, either by ascending to the summit upon the lateral spurs, or passing through by a tunnel, as circumstances might determine, the line would take the direction of Frazer's River to the Pacific Ocean.

The numerous and spacious harbours with secure anchorage, and a rare combination of maritime advantages in the vicinity of Vancouver's Island, with an abundant supply of coal, point to this locality as the site of the future capital of the West.

At first sight the selection of this line may appear a very formidable undertaking, and doubtless it will require both energy and skill.

No branch of Railway engineering has been so little attended to in this country, and consequently so little understood, as the selection of a line of railway.

This does not arise from engineers not attaching sufficient importance to a judicious selection. They are well aware of its very great importance, both as respects the economy of construction and the facility of subsequently working the line, but so much depends upon the nature of the property passed through, the opposition to be avoided on the one hand, and support to be expected on the other, together with the great haste in which many important lines have been got up, scarcely ever gave engineers an opportunity to act upon well-established principles, or to study the details of this important branch of their profession.

The difficulties to be met with will principally be those of a physical character, and the engineer who will be fortunate enough to have the selection of the proposed line of railway, will find ample and unfettered scope for his genius and industry.

The operation being rather an extensive one, the most judicious plan would be to cut up the distance into sections by ascertaining and fixing the points at which the principal obstacles, such as rivers and mountain ranges, would be crossed most easily. These sections would then be treated as integral lines, although forming portions of the whole, and thus the operation would become much more manageable.

Nearly the whole range of country through which the proposed line would pass, is admirably adapted for the purpose of affording numerous points at which to form small settlements, and to commence the work at several places at the same time, in consequence of the existing facilities for water communication, and the many small settlements already in existence.

To construct an extensive railway by working from one end, would entail much additional expense, and render the progress very slow.

The abundant supply of building materials which are found along the whole course of this line, the rich agricultural and mineral districts, affording employment to the various classes of emigrants, and also being the shortest possible route from Europe to China across the great American Continent, seem to point to this district as the natural position of a land communication between the Atlantic and the Pacific Oceans.

In reference to the various and almost boundless resources of the territory under consideration, better authority can not be desired than that which is contained in the celebrated Report of the Earl of Durham upon the affairs of British North America.

His lordship states in reference to its vast and varied resources, that "No portion of the American continent possesses greater natural resources for the maintenance of large and flourishing communities. An almost boundless range of the richest soil still remains unsettled, and may be rendered available for the purposes of agriculture. The wealth of inexhaustible forests of the best timber in America, and of extensive regions of the most valuable minerals, have as yet been scarcely touched. Along the whole line of sea coast, around each island, and in every river, are to be found the greatest and richest fisheries in the world. The best fuel and the most abundant water power are available for the coarser manufactures for which an easy and certain market is to be found.

"Trade with other continents is favoured by the possession of a large number of safe and spacious harbours, long, deep, and numerous rivers, and vast inland seas supply the means of easy intercourse, and the structure of the country generally affords the utmost facility for every species of communication by land. Unbounded materials of agricultural, commercial, and manufacturing industry are there."

"The country which has founded and maintained these colonies at a vast expense of blood and treasure, may justly expect its compensation in turning their misappropriated resources to the account of its own redundant population; they are the rightful patrimony of the English people, the ample apanage which God and nature have set aside in the new world for those whose lot has assigned them but insufficient portions in the old.

"Under wise and free institutions, these great advantages may yet be secured to Her Majesty's subjects, and a connection secured by the link of kindred origin and mutual benefits may continue to bind to the British empire the ample territories of its North American provinces, and the large and flourishing population by which they will assuredly be filled."

However great the resources of any country may be, without the

means of internal communication, these resources must remain undeveloped. So intimately does the prosperity of any country depend upon the introduction of roads, that this one class of improvements has always been held as an unerring criterion of the degree of civilization and prosperity to which it has attained.

Sir Henry Parnell in his treatise on road-making states that "The making of roads in point of fact is fundamentally essential to bring about the first change that every rude country must undergo in emerging from a condition of poverty and barbarism."

This subject in the present day, however, is too self-evident to admit of illustration, and if the country is to be colonized at all, it ought to be done in a manner worthy of the age in which we live, and if the construction of roads be necessary, there can be no reason why new colonies should not at once receive the most improved modern systems of construction.

To graduate through all the stages of road-making from the rudest beginning to the present high state of perfection, from the footpath or portage in which the pedestrian can hardly scramble along, through all the stages of the bridle road, the packhorse, the sledge, and the wheel-carriage road, the macadamised, the paved road, and finally the railroad, would be as absurd as if upon the introduction of steam engines into a new colony it was considered necessary to commence with the first rude beginnings, and pass through all the stages of improvement which the steam engine has undergone until the present high state of perfection had been arrived at.

It is absolutely essential for the welfare of England and the prosperity of British North America, that the whole territory should be laid open by internal communication, and it would be very imprudent to spend money in the formation of inferior roads, and not at once to give to the colonies the most approved system which modern science has attained.

With respect to the ways and means by which this gigantic project is to be carried out, it has already been stated that the construction of the first portion, amounting to about 700 miles, has already been guaranteed by the Imperial Government, and in reference to the remaining portion, the circumstances of the territory passed through, are so varied, dense primeval forests of the best timber, rich mineral districts, already partially occupied, and extensive tracts of agricultural and grazing land, alternating along the proposed route, clearly indicate the varied resources by which the road must be constructed.

Those portions passing through the primeval forests of timber of superior quality, must be paid for by the timber upon the ground, and also the land when cleared, and that not by cutting down the timber in the first instance, but by merely cutting a passage for the Railway, and opening out an extensive traffic in timber, superseding

altogether the present laborious, unmechanical, barbarous systems of procuring timber by the process termed "lumbering," which destroys a great proportion of the timber, and damages to a considerable extent the quantity remaining.

There can be no doubt but the timber trade could thus be very much improved, and greatly extended by the adoption of scientific modes of cutting and carrying. The rage for the destruction of growing timber has been carried to a very great length in the United States, and when colonization has been carried into the prairie districts where there is no timber to be found, the timber of the British territory will find a ready market in the States.

The mineral and agricultural districts must, in the same manner, be made to pay for the construction of the line passing through them.

The breadth of land necessary for this purpose can only be ascertained by a careful examination of the several localities, comparing the difficulties of construction with the remunerative character and capabilities of the particular district, but most certainly a very great breadth of land taken at random and handed over to any party for the mere construction of the Railway, might lead to a most unjustifiable monopoly, and completely lock up the most advantageous sites for colonization.

As the present paper is only intended to draw public attention to this important subject, to enlist wiser heads and abler pens in devising the means to carry it out; and in enforcing those means, it will only be necessary very briefly to advert to a few modes by which the work may be executed.

There are many extensive contractors in this country who have realized princely fortunes by the construction of public works, and who, having at present on hand an extensive plant unemployed, and also many faithful servants who have mainly contributed to the successful carrying out of the many extensive and important works in which they have been engaged. These contractors could advantageously to themselves find employment for their plant, and remunerate their old servants, by constructing the railroad through extensive districts of country, working off the timber by the aid of modern science and modern appliances, opening mines, and cultivating the soil as circumstances might render most advisable.

About two or three millions annually of the poor rates of England could with advantage to the able-bodied poor be appropriated to the construction of the proposed Railway.

Several poor law unions should unite, or even all the unions in a county, and occupy portions of the proposed route, draft out as occasion required their able-bodied poor and their families, selecting the districts most suitable to the pursuits of the intended emigrants.

Associated bodies of emigrants could also make choice of a district of country, gradually occupy it, and construct the Railway upon

conditions advantageous to themselves and to the general interest.

The disposal of convicts is a question of very great interest and importance at the present time, and as convict labour cannot be advantageously employed unless where the work is very much concentrated, the passage of the Rocky Mountains, whether by tunnel or otherwise, would afford very useful and exciting employment for these troublesome persons for a considerable time.

These are a few of the modes by which this great project may be carried out, and when once completed, or even the initial portion of it which has been already guaranteed, the onward march of mind of the present day, would be strongly attracted to the bold scenery, the majestic rivers, the expansive lakes, and the sublime waterfalls of the American Continent, where the grandeur of nature, and the enterprising energy of man, are the exponents of the future, whilst in Europe all are exponents of the past.

This paper cannot be more appropriately concluded than by quoting a passage from an admirable speech delivered at a recent public meeting in Halifax, Nova Scotia, by that talented and enterprising patriot, the Hon. Joseph Howe.

In speaking of the extent and ample resources of British North America, that gentleman states—"With such a territory as this to over-run, organize, and improve, think you that we shall stop even at the Western bounds of Canada, or even at the shores of the Pacific. Vancouver's Island, with its vast coal treasures, lies beyond.

"The beautiful islands of the Pacific, and the growing commerce of the ocean, are beyond. Populous China, and the rich East are beyond, and our children's children's sails will reflect as familiarly the sunbeams of the South as they now brave the angry tempests of the North."

Note.—The Committee of the Canadian Land and Railway Association having made preliminary arrangements with the Hon. Joseph Howe to obtain an Act of Incorporation, to carry out their plan of Colonization in connexion with the formation of the Railway from Halifax to Quebec, for which the Imperial Government have offered to advance the capital, are now ready to enrol subscribers who are desirous of being employed in these colonies, under their auspices. For further particulars apply to the Secretary, at the Office of the Association, 18, Aldermanbury, London.

Working Printers' Association, 4a, Johnson's Court, Fleet Street.